MINING & RAILROADS ARIZONA BOYS

Samuel Gibson, with Less Than One Hundred Dollars Develops Good Preperty

GIBSON COPPER CO. PRICES

It is a common saying that copyra min'ng, is not a poor man's proposition, and that only his companies can ling tone. successfully mine copper. There are some striking examples of the fath-

What men of limited means can . with a good copper prospect is we illustrated in various districts in Assistana, and perhaps there is no better example than the Gibson copper mine in the Globe district of Arizona. The story of its discovery and develop-ment is an inspiration to every militer

Started With \$90 Cash.

About 10 years ago Samuel L Gibson and Will'am Henderson began operations on a claim called the Summit which belongs to the Gibson group their entire capital being, it is said only \$96 cash and two bronces. They had taken a bond on the property for \$1000. There was a 40-foot shaft on the claim. They put a windless on it and sunk to the 100-foot depth and there put up a whip and continued sinking until they installed a sasoline hoist and finally a double drum steam hoist. Soon after they located three more claims and later on they bough the Pascral group of foor claims, and still later the Reynolds group of four claims and several other claims. The property, collectively called the Gib-son mine, has been one of the most remarkable mining properties of Ari-wona, as it has not only paid expenses of development from the grass roots, but rielded large fortunes to the original inal owners, Gibson and Heinferson

In 1906 they ormanized a company under the laws of Arinona called the Gibson Copper company which took over the mines. Prior to 1300 Gibson and Henderson owned most of the shares of stock, but since then Boston people became interested with them

The physical condition of the proerty is good. There is approximately three miles of underground workings in drifts and crosscuts. The three compartment shaft is down to the sixth level, or a depth of 480 feet. The mine equipment consists principally of a 14x16 Vulcan deadle-drum gears ho sti air compressor, two 200 horse power bollers, pumps and the cost of provements, such as buildings, has

about \$50,000. Has Produced Over Million. The Gibson mine, while somewhat intermitten in production, nevertheless has, during its life from May, 1904, to the first of the present year produced in gross values \$1.584.582.56 and of not smelter returns \$1,004,company was organized in 1906, yet Gibson and Henderson had up to that time been taking ore from the proerty as lessees and owners and had Hancock delivered to the Old Dominion smelter ores in gross amounting to \$421. Helvetia 991.22, and for which they had re-ceived in cash \$252,194.74. Besides Lake

DETROIT COMPANY

MORENCI, Ariz., Oct. 28.—The new smelter office of the Detroit Copper company is completed and the super-shattuck intendent, metallurgical clerk and the Utah Consolidated

The building is of red brick tile, and is two stories high; the first floor is used for a storeroom for chemicals, acids, and samples. On the second floor are the offices of the an erintendent and metallurgical clerk and the assay office, which is equip ped with all modern apparatus. Electric hot plates and electric water heaters are among the apparatus.

The building and contents surpass anything ever constructed in the southwest to date.

Money From Waste Material.

There are barvests of the streets as well as the fields. The experience of the corporation of London is that many a michle makes a muckle. Last year more than \$2,365 was realized by the sale of waste paper found in the atrosts, \$695 by the sale of old tins found among the refuse, and \$1,500 from the disposal of the refuse from orderly bies.



Big Interests Telling Friends Trouble of Liquidation Is Over for Time Being at Least

BEING

MOSTON, Oct. 28; The steck mas ket today showed a gradually improv The cause of last weeks limidation has not yet been explained but the big interests are teiling the friends that the trouble is over for the time being at least. On general conditions however, we can not ge very bullish on the murket and believe that for the next few weeks quick profits should be taken and sales should be made on any rally. Political uncertainties and the lack of spec-ulation make the market very unretable on the down side and the breaks are much sharper than the railies.
PAINE WEBBER & CO.

Total sales New Money 43-1 per cent. York 226,400

CLOSING QUOTATIONS, Oct	28.
(U.S. SE SEPREMONE).	
New York	
Amalgamated	85.0
Amounds	43
Attition	1083
Assertean Smelters	92.1
Brooklyn Rapid Transit	26
Balturere and Ohlo	195 %
Chesa cake and Ohia	- SI 1-
Consider Pacific	202.1
Eigh	24.13
Great Northern	138
farriere Common	20 1-
	100
Louis and Nastrate	158.1
Surveyed Pacific	4.0
New York Central	115.3
Notifiers Pacific	124 1-
Reading	1787-
Rock Island	
Sugar	124 1-
Steel Common	76.5-
Steel Pfd	113.1-
St. Paul	
Southern Pacific	
CHICAGO CHANGE	1.19 0
Wheat	
Miles	37.73
December	
New York Committee of the Committee of t	- WW.W
Corn	
December	535
May	
Cotton	
December	10.7
Boston	
Adventure	15.1
Absemah	3.15
Arizona Commercial	7.7
Centennial	
Calumet and Hecla	14110
Calumei and Arizona	77.2
Copper Range	55
East Butte	
Frank	
Granby	6.1
Greene Cananea	10

Goldfield Mayflower North Butter North Lake . dd Dominion Phelps Dodge lay Consolidated

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5	Kerr Loke	234	
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A Matched Pair. "You see that young electrician over there, ogling the girls? Well, he's an electric spark." "And you see the policeman coming up behind him? He's a spark arrester."

Three Years Experience Bill" Will Keep Young Men in Arizona Out of Good Positions

SAYS F. G. OTHERN

the way he may select, is threatened by House Hill No. 56, which comes before the voters of the state on the standing trong rivalry and the comes at the voters of the state on the social and industrial economics, who is touring the state speaking on the different referendum measures that are to be voted on next Tuesday. The bill proon bext Tuesday, 'The bill pro-vides,' Atheurn says, "that a man ust have had three years actual experience as a fireman before he can come an engineer, and that he must have the same amount of experience trainman. In freight service, be fore he is eligible to accent a post tion as a conductor on a passenger

'it is the hardest blow the youth Arizona may expect to receive. In e first place, how is the man to get the three years experience. Apparently, it is a bill gotten up for the benefit of the wandering engineer or conductor—that class of railroad employe who roves about the country and works as he feels like it, and who is the greatest enemy of the honest and efficient conductor or en-gineer. The Arizona boys will not be able to take positions with the railroad simply because they have not had three years experience. The fact that our sons in this state may be unusually bright, and may learn to master the work of an engineer or conductor in less than three years, drive his own team until he had will have no bearing in the matter ridden three years in a wagon, or had

Fathers Will Oppose Bill. "I don't think the fathers of grew ing hoys in Arizona will countenance such a bill, especially fathers who are engineers and conductors. Every boy in Arizons who has ambitious to become an engineer or conductor in the railroad service—and there are

good paying positions—, would be compelled to compete with transpa from all over the world, who could produce a letter to the effect that the bearer had had three years experience Length of experience is not a guarantee of ability. Particularly this so of the young men of Ari-na. Some men could be firemen. or brakemen for twenty years and still not be competent to fill the po-sition of engineer or conductor.

Will Push Boys to Rear.
The by whom you have raised,
Mr. and Mrs. Parent, the young man you have educated at great personal sacrifice, regardless of his 'ability, unist take second and third place if this bill is passed. You have edusome day he would fill a responsible position and he of assistance to you n your advanced ago. But he will be compelled to give way to the roy ng railroad men from the four corners of the globe.
"Would it not be just as reasonable

NOTICE

OCT. 4, 1912.

To the Stockholders of the Heffern Mining & Development Company

who have not paid in their assess-

ment, who hold stock not transferred in their name, who have loaned money on stock, etc., can exchange their stock, share for share, in the 3 1-1 reorganization of the company by pay-ing the assessment on their stock of one cent per share. The money can be paid to Albert Dahlberg, stopping nt Victoria Hotel, Brewery Gulch.
Call on me between 3 and 6 p. m.,
11 1-4 as I will be in during those hours, of
14 1-4 Bisbee or to Mr. Albert Heffern, Box 28 392, Douglas, Arizona within thirty days from date. The stock will not 63 1-2 be recognized unless this assessment 21 3-4 is paid upon their stock when the company is reorganized. Send money by draft, postal or express money orregistered mall.-Advertisement.

Yours respectfully, ALBERT HEFFERN (Advertisement)

ARIZONA INSURANCE AGENCY

Insurance & Loans.

Real Estate Bargains in homes on easy terms.

FOR SALE

The Greatest Bargain in the Entire District.

ROOM cottage, good lot, well fenced with shade and fruit trees, good chicken house and vard, good location. Part cash and balance small monthly payments.

GOOD building lot very close in, Cheap for cash.

ARIZONA INSURANCE AGENCY

T. A. HUGHES, Manager. Bank of Bisbee Bldg. Phone 190

BISBEE RIFLE CLUB TO CONTEST CAVALRY

Officers in Ninth Troopers to Try Shooting Match with Local Sharpshooters

The Bishee rifle club will shoot a natch with the officers of the Ninth cavalry on the local club range next Sunday. The locals have been shoot-ing regularly for a number of weeks and they feel that they will be able TUCSON, Oct. 28.—The right of to make a good showing against the cavalry officers. Matches between the Arizona boy to earn his living in the club and army officers have although the way he may select, is threatened ready been pleasant ones notwith-

1	The tollowing scores were		made:	
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Н	Ives 37	45	28	
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H	Campbell	16	-	
	Ledgerwood	24	- 13	
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No Coercion. "Are you a party boss?" not," replied the local despot. "I simply tell the boys how I am going to vote, and then tell them to vote as they please. But heaven help them if

they don't please to vote the way I

will the cove until he has had three years experience herding cattle, or, to exact a law providing that the farmer would not be eligible to slept within the walls of a stable for three years. The man who has the interests of his family, his state and himself at heart, will vote "no" these bills. One is as bad as the other.

EVER BREWED Well regulated, scientific methods must always result in pure, clean and sanitary products. Exactly so!

Blatz possesses all of the to-be-expected virtues of good beer. Back of which are its peculiarly distinctive, time-honored qualities. There's a delicate, but pronounced flavor of hops that in itself captivates the particular beer drinker.

> By all means have a case of Blatz in your home. LOWELL BEER CONPANY Distributors Lowell, Arizona

ALWAYS THE SAME GOOD OLD

When you ask for beer do not take a sub-stitute. Insist on having The Tannhauser Beer, (the beer that is bottled at the Brewery.) Delivered to you at \$3.50 per case. If your grocer does not have it, call

Boston & Brown Phone Agents of the Copper City Brewing Co.

Phone

Which is Better for Arizona-Prosperity or Experiment?

What Every Arizona Voter Should Know and Why.

Arizona has hundreds of thousands of acres of land that should be

Ore running from \$10 to \$40 a ton is being thrown on the dump because it costs too much to haul it to a railroad.

What Arizona needs most to develop her resources is Railroads.

Under the laws of the State and the rules of the Interstate Commerce Commission, rallroads cannot make improvements or extensions except with borrowed money. (See Laws of the First Legislature of the State of Arizona, Chap. 90; Sec. 48, and Rules of I. C. C.) By reason of the absolutely unnecessary expense and unfair reduc-

tion of earnings, it will cost the railroads about one and a half million dollars a year, if the bills submitted to the people to be voted on November 5th become laws. One and a Half Million Dollars will pay interest, at 5%, on Thirty

Million Dollars. These bills will exclude just that much capital from the state, which could it be invested, would develop the country and THE MEN WHO HAVE SUBMITTED THESE BILLS HAVE CON-

FIDENCE THAT THE PEOPLE WILL GIVE THE RAILROADS A SQUARE DEAL. THEREFORE, THE RAILROADS HAVE REFUSED HERETOFORE TO TREAT WITH SELF-SEEKING POLITICIANS AND HAVE APPEALED THEIR CASE TO THE PEOPLE OF THE STATE OF ARIZONA.

PROSPERITY FIRST, EXPERIMENT SEC-OND, THEREFORE, DEFEAT THESE BILLS NOVEMBER 5TH.

'AN ACT REGULATING THE NUMBER OF MEN TO BE EMPLOYED ON TRAINS AND ENGINES."

(On Official Ballot, Nos. 304 and 305-House Bill No. 44.)

This is a useless expenditure of money and against public policy. It requires an extra man on light engines, that is, engines that are not pulling cars. Of what earthly use is such a man? Where would he ait? What would he do? Just draw pay. Do you think that is fair? Certainly you don't. The fewer men on an engine the better. There is less chance of their talking instead of attending to business,

"AN ACT REGULATING HEADLIGHTS ON ALL LOCOMOTIVES."

(On Official Bailot, Nos. 366 and 307-House Bill No. 42.)

It practically creates a monopoly. One company, the Pyle Co., cirtually controls all high candle power electric headlight patents. What was the power behind the throne? Experiments have shown conclusively that electric headlights are dangerous on double track. Inventions are coming so thick and fast that this form of light may be a back number in two or three years. Why tie the railroads down with a law and prevent them from taking advantage of new inventions? Even now, competent authorities disagree as to the best form

"AN ACT REQUIRING ALL ENGINEERS AND CONDUCTORS TO HAVE THREE YEARS' EXPERIENCE BEFORE BEING ELIGIBLE TO HOLD SUCH POSITION."

(On Official Ballot, Nos. 308 and 309—House Bill No. 50.)

It is class legislation that forces every man who now holds a position as an engineer or conductor, if he did not have three years' experience as a fireman, or a brakeman, to give up his job. Experiexperience as a fireman, or a brakeman, to give up his job. Experience won't make brains. Some men might be firemen, or brakemen, for years and still be unfitted for promotion, and others, after one year's experience would be perfectly competent to handle a train. The law robs the sons of Arisona of their birthright and forces them to give way, because of lack of opportunity, to the tramp engineer, or conductor—men who are able to produce letters showing they have had three years' experience, letters that may be forged. "AN ACT LIMITING THE NUMBER OF

CARS IN A TRAIN." (On Official Ballot, Nos. 310 and 311-House Bill No. 43.)

The development of the State will be held back because the railroads will not be allowed to work up to their full capacity. What inducement is there to a railroad to improve its lines by eliminating curves, reducing grades, putting in heavier rails and better equipment, if it is not going to be allowed to reap the benefits. It is claimed that it is dangerous to handle long trains. Where does the danger lie, with modern airbrake equipment? On the Southern Pacific, there has not been a man even injured in more than three years as the result of handling long trains. Mr. Cattleman and Mr. Farmer, it means that your products must wait, if the train has seventy cars, when it reaches the station where your cars are, even though the What you want is service, and you don't want that service restricted by law, as long as it is safe.

"AN ACT PROVIDING THAT RAILROADS SHALL NOT CHARGE MORE THAN THREE CENTS A MILE."

(On Official Ballot, Nos. 312 and 313-Senate Bill No. 24.)

The population of Arizona is less than two to the square mile. Passenger traffic is so light that this law will make a drain of about \$320,000 a year on the railroads. It will limit their borrowing power by just that much, will force them to curtail present high class service and will inhibit expansion in the future. The Southern Pacific took In, last year, from sources in the State of Arizona, \$501,474.34, and spent \$3,818,633.51. Does that look as if it were charging the people too much? The three-cent fare law will force the restriction of excursion and homeseekers' rates, that are doing so much to bring people into the State. In proportion to population, the rates in Arizona are now lower than any State in the Union. Texas has tried these restrictive laws with the result that rallroad construction has about come to a standstill-only 12 miles of road built in the first six months of 1912, and no promise for the second six months. Remember \$329,000.00 will pay interest, at 5%, on \$6,400,000.00 that the railroads will not be able to invest.

> FINALLY: The people of this State established a corporation commission to take care of just such questions as these. (See Chap. 90, Laws of the First Session of the Legislature of the State of Arizona). Here the railroads and the people might be heard and equal justice done. Why not let this body attend to these matters? Why enact laws that are not needed?

(Advertisement)